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Westwood
Community Plan

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Westwood Community Plan

a part of the General Plan of the City of Los Angeles

City planning Los Angeles

prepared by the Department of City Planning

Los Angeles, California

Purposes

Use of the Plan

The Westwood Community Plan consists of this text and the accompanying maps entitled "Westwood Community Plan," "Programs," and "Schematic Plan, Westwood Center." It is a part of the General Plan of the City of Los Angeles. The purpose of the Westwood Community Plan is to provide an official guide to the future development of the community for the use of the City Planning Commission, the City Council and the Mayor; other concerned governmental agencies; residents, property owners and businessmen of the community; and private organizations concerned with planning and civic betterment. For the Planning Commission, the Council and the Mayor, the plan provides a reference to be used in connection with their actions of various City development matters as required by law.

The plan is intended to promote an arrangement of land use, circulation, and services which will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the community, within the larger framework of the City; guide the development, betterment, and change of the community to meet existing and anticipated needs and conditions; contribute to a healthful and pleasant environment; balance growth and stability; reflect economic potentialities and limitations, land development and other trends; and protect investment to the extent reasonable and feasible.

The plan proposes approximate locations and dimensions for land use. Development may vary slightly from the plan provided the total areas of each type of land use, the land use intensities, and the physical relationships among the various land uses are not altered. The plan is **not** an official **zone map** and, while it is a guide, it does not imply any implicit right to a particular zone or to the land uses permitted therein. Changes of zone are considered under a specific procedure established under the Los Angeles City Charter and the Los Angeles Municipal Code, subject to various requirements set forth therein.

Community plans are subject to review and amendment to reflect changes in circumstances.

Objectives of the Plan

1. To coordinate the development of Westwood with that of other parts of the City of Los Angeles and the metropolitan area.

2. To provide for the development of the Westwood Center as a major Center with a high density of employment and population, as proposed by the Concept for the General Plan.

3. To designate adequate lands at appropriate locations, for the various private uses and public facilities, in the quantities and densities required to accommodate population and activities projected to the year 1990.

4. To encourage the preservation and enhancement of the varied and distinctive residential character of Westwood. To make provision for housing of such types, sizes and densities as are required to satisfy the varying needs and desires of the community's residents.

5. To promote the economic health and the public convenience by:

   a. Allocating and designating land for the full range of needed commercial and parking facilities, in quantities and at locations based on accepted standards and planning principles.

   b. Providing for places of employment within the community, and for transportation facilities serving places of employment in adjacent communities.

6. To make provision for a circulation system coordinated with land uses and densities and adequate to accommodate necessary movements; the expansion and improvement of public transportation service, including rapid transit; increase of off-street parking facilities; elimination of on-street parking on major and secondary highways; provision of bicycle routes, and provision for the enhancement of pedestrian facilities and environment.

8. To designate general locations for recreational sites and facilities to meet the needs of the projected population.

9. To accommodate the conflicting development needs of the community by:

   a. Promoting coordination of the University of California at Los Angeles and related facilities with adjoining residential and commercial uses through the provision of buffers and transitional uses where necessary; recognition of the needs for University-related housing, parking, shopping and recreation; and encouragement of University compliance with City planning standards.

   b. Encouraging the coordination of Federal government facilities with adjacent residential and commercial uses, including the provision for appropriate buffers and transitional uses between them.

10. To enhance the design of both public and private development; to encourage programs of urban beautification; to eliminate incompatible or noxious activities; to foster the preservation of natural land; to develop visual form standards to assure order and harmony without unduly restricting the individual designer's flexibility and creativity.

(plan text continues on underleaf)

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Policies

Land Use

Housing

Standards and Criteria

Property in residential zones permitting densities in excess of those designated on the Plan shall be reclassified to zones corresponding to the designated densities.

The residential densities proposed by the Plan are predicated upon the full development of the designated major and secondary highways. In no case shall any density increase be effected by zone change unless appropriate consideration has been given to adequate capacity to accommodate the traffic generated thereby on the local streets and major and secondary highways serving the property involved and on other major improvements anticipated, namely the Beverly Hills Freeway, the restriping of the San Diego Freeway to provide additional lanes, and rapid transit.

Changes of zone permitting densities in excess of those designated shall be approved only if a compensating reduction in density can be made at some other location in Westwood and adequate access and public services are available.

Features

The plan provides a residential capacity for approximately 66,000 persons, which is adequate for the projected 1990 population of 60,000. Of this total, approximately 14,000 persons would be accommodated on 1,000 acres designated for low and very low density single-family residential uses. The other 51,000 persons would live in multiple-family residences occupying a total area of approximately 435 acres. Four multiple residential density categories — Very High, High, Medium, and Low-Medium — are specified.

In accordance with the policy of the concept for the General Plan, most of the additional population will be concentrated in proximity to the Westwood Center in order to preserve stable single-family neighborhoods and permit concentration and consolidation of public services.

The projected population of 60,000 does not include UCLA dormitory residents. In 1970, 3,600 students lived in UCLA dormitories. The 1963 Long Range Development Plan for the University indicated a long range goal of housing one-quarter of the 27,500 students on campus.

The residential density categories designated by the plan and their capacities are:

Residential Densities	Dwelling Units Per Gross Acre	Persons Per Dwelling Unit	Gross Acres	Percent of Residential Land	Population Capacity
Very High	80+	1.5	90	6.3	18,900
High	40+ to 80	1.9	146	10.2	18,725
Medium	24+ to 40	2.3	186	13.0	13,370
Low Medium	7+ to 24	2.6	12	0.8	320
Low	3+ to 7	3.1	835	58.4	13,460
Very Low	1+ to 3	4.0	161	11.3	894
			1,430	100.0	65,669

The following planning areas are shown on the Program map and indicate general areas of the community for ease of reference in citing the features of the plan.

The plan proposes the preservation of all single-family residential use in Area I, Holmby-Westwood. In most of the area, a low-density residential designation is proposed. In that portion of the area located east of Beverly Glen Boulevard and north of Strathmore Drive, a very low density category is proposed in order to preserve its estate character. The plan also proposes limiting the height of the high and very -high density multiple residential properties along the southeast side of Hilgard Avenue between Weyburn Avenue and Strathmore Drive to six-stories, so as to preserve the character and amenities of the abutting single-family neighborhood. It also proposes that the very high density residential area generally bounded by LeConte, Malcolm, and Weyburn Avenues, Lindbrook Drive, Tiverton and Hilgard Avenues be limited to development not exceeding three times the total land area excluding streets and required setbacks.

Area II is the corridor of land along both sides of Wilshire Boulevard from east of Glendon Avenue to the Los Angeles Country Club. It is indicated for medium and very high density residential use. In that portion of the corridor designated for very high density residential use, it is proposed that the overall building floor area not exceed ten times the total land area excluding streets and required setbacks.

That portion of Area III along Beverly Glen Boulevard is proposed for medium density residential use, with a three-story height limit, in order to preserve the character of the adjacent single-family residences. That portion of Area III east of the Beverly Glen Boulevard frontage is proposed for the low density residential category.

In Area IV, South Westwood, the land generally adjacent to the Mormon Temple and to Santa Monica Boulevard, as indicated on the Plan map, is designated for medium density development. The remainder of the area is proposed for low density.

Area V is divided into two sub-areas. The first is located between Ashton and Ohio Avenues west of Westwood Boulevard. East of Veteran Avenue, is proposed for high density residential use. West of Veteran Avenue between Ohio Avenue and the Department of Water and Power facility, high and medium density residential uses are indicated.

In the second sub-area, located between Ohio Avenue and Santa Monica Boulevard, the plan proposed low and low-medium density designations fronting on Kelton and Midvale Avenues. To the west, the plan proposes medium density residential designation.

In Area VI, North Village, the plan proposes University-oriented housing, a high density residential designation including such University-oriented residential uses as dormitories, fraternities, and sororities.

In Area VII, Westwood Hills, the area east of the San Diego Freeway, is designated to remain predominantly single-family residential in character. A small area along Sepulveda Boulevard is indicated for medium density residential use. Brentwood Glen, to the west of the San Diego Freeway, is proposed to remain as a predominantly single-family residential area with very low and low densities. The plan also proposes the retention of the medium density designations existing in 1970.

Commerce

Standards and Criteria

The commercial intensities proposed by the Plan are predicated upon the full development of the designated major and secondary highways. In no case shall any intensification be effected by zone change unless appropriate consideration is given to adequate capacity to accommodate the traffic which would be generated thereby on the local streets and the major and secondary highways serving the property involved and on other major improvements anticipated, namely the Beverly Hills Freeway, the restriping of the San Diego Freeway to provide additional lanes, and rapid transit.

The ratio of commercial land, including associated parking, to projected population is approximately 1.9 acres per 1,000 persons.

In general, parking shall be provided at a ratio of not less than three square feet of parking area for each square foot of commercial floor area for neighborhood shopping centers and a ratio of not less than two square feet for each square foot of floor area for all other commercial uses. All parking areas adjacent to residential uses shall be buffered by means of a solid wall and/or a landscaped setback.

Features

The commercial areas of Westwood are indicated as Planning Area VIII. The commercial acreage proposed for the Westwood Center and Westwood Village is intended to serve a region-wide function. The commercial acreages are based upon Citywide projections of employment for 1990 as follows:

Westwood Center	25,000
	(21,000 office employees)
	(4,000 retail employees)
Westwood Village	10,000

The 128 acres of neighborhood and office, thoroughfare, community, and center core commercial and associated parking lands proposed by the plan are considered to be adequate in quantity to serve the needs of the projected population to the year 1990.

The following types and acreages of commercial facilities are designated:

Types	Gross Acreages	Percentages
1. Regional Center	26	20.3
2. Community	56	43.8
3. Neighborhood and Office	28	21.9
4. Thoroughfare	18	14.0
	128	100.0

Westwood Center: The office development at Westwood and Wilshire Boulevards forms the nucleus of the major Center proposed in the Concept for the General Plan. This 28-acre core area is designated for a mixture of high-intensity uses, especially high-rise office structures, and will also include high density residential uses. The core would contain a rapid transit station and an auxiliary local transit system interconnecting its nodes. All buildings should ultimately have access to second level pedestrian pathways linking them to each other (see Schematic Map).

Westwood Village: The original Westwood Village (bounded by LeConte Avenue, Tiverton Avenue, Lindbrook Drive, and the east boundary of the UCLA Medical Campus) is indicated as a node of Westwood Center. It would remain intensively developed and would serve both community and regional functions. It is proposed that the overall building floor area not exceed three times the total land area excluding streets, required setbacks, and ground level retail facilities. The original buildings are intended to be preserved wherever feasible. Parking facilities could be located on the peripheries of the Village, and secondary and tertiary transportation systems, coordinated with the proposed rapid transit stop, could be developed. Emphasis is placed on maintaining and enhancing the image and function of the Village as a pedestrian-oriented community center and specialty retail area with fine shops, restaurants, and entertainment facilities. The plan proposes that retail facilities could occupy the ground levels of parking structures in order to eliminate voids in retail frontages.

Neighborhood Shopping Facilities: The commercial frontage along Westwood Boulevard south of Wilshire Boulevard is proposed to remain as a neighborhood shopping area, providing daily convenience services to people living in nearby residential areas. It should contain supermarkets, drugstores, laundries and dry cleaners, barber and beauty shops, and restaurants. The plan proposes that off-street parking avoid encroachment into adjacent single-family residential areas.

Thoroughfare Commercial: The frontages of Santa Monica and Sepulveda Boulevards are designated for thoroughfare commercial uses (oriented to the automobile). Some appropriate activities are automobile sales and services, drive-ins, furniture and appliance stores, and office equipment sales. Thoroughfare commercial areas are intended to be limited to a 6-story height.

Circulation

Freeways, Highways and Streets

Standards and Criteria:

Highways, freeways and local streets shown on this Plan shall be developed in accordance with the Highways and Freeways and Standard Street Dimensions elements of the General Plan.

Programming of highway and street improvements shall be fully coordinated with the development of private properties to higher intensities, in order to assure the continuing availability of adequate vehicular capacity.

Features

The plan incorporates the adopted Beverly Hills Freeway and, in addition, suggests that the State Highway Commission consider the extension of this freeway to the west of its adopted terminus in 1971, the San Diego Freeway. A total design concept should be utilized to integrate this freeway into the community. It is suggested that frontage roads should be provided in order to alleviate congestion on major and secondary highways which provide access to the freeway. Santa Monica Boulevard should be developed to the fullest capacity which can be achieved even though the Beverly Hills Freeway may ultimately become a reality.

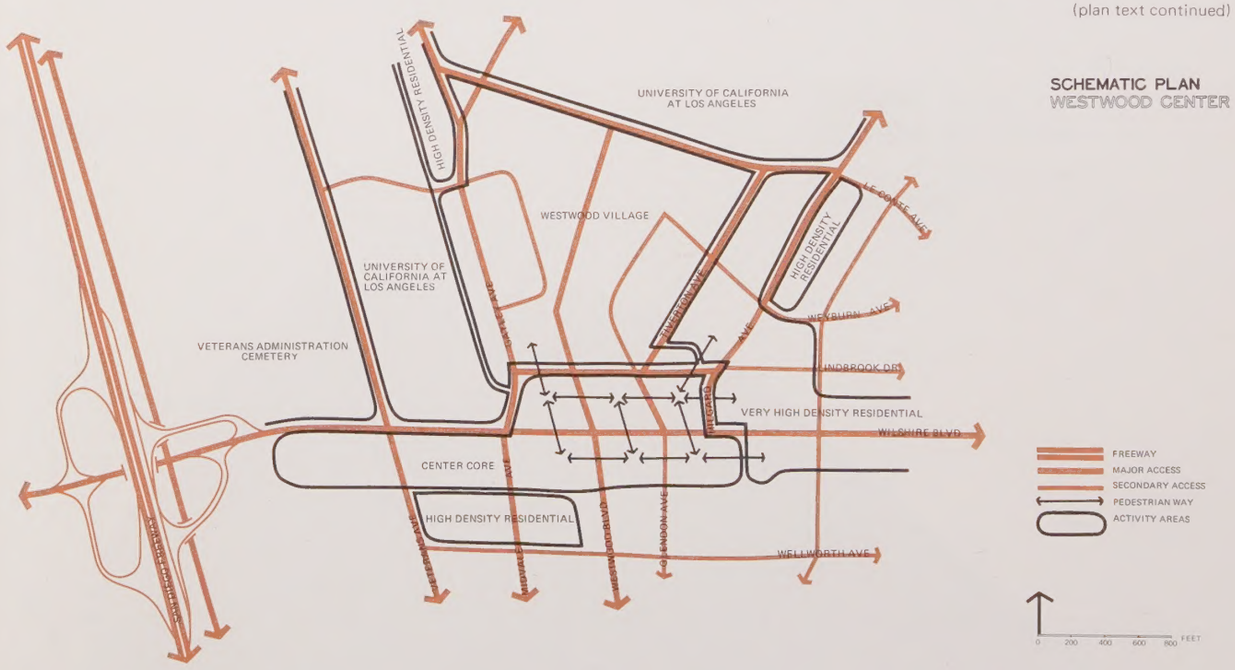
The plan proposes that Ohio Avenue be designated as a collector street between Manning Avenue and Sepulveda Boulevard. Limited improvements should be made to this street and the possibility of removing on-street parking should be considered.

Midvale Avenue between Wilshire Boulevard and Rochester Avenue is proposed as a secondary highway. Rochester Avenue west of Midvale Avenue should be realigned to connect with the existing driveway which connects with Sepulveda Boulevard at the south end of the federal building parking lot.

The streets designated on the plan map as collector streets should be considered for inclusion in the Collector Streets Element when it is adopted.

The realignment and connection of Overland and Manning Avenues is proposed to take place concurrently with the construction of the Beverly Hills Freeway.

(plan text continued)



(Policies continued)

A roadway is proposed connecting Westwood Village with the San Diego Freeway.* This roadway shall not disrupt any grave sites or the operation of the Veterans Administration Cemetery or cross the Cemetery. This road and its interchange with the freeway shall be located so far south of the residential communities of Westwood Hills and Brentwood Glen as to have no detrimental effect on their residential character. The interchange shall, if at all possible, be integrated into the Wilshire Boulevard interchange. At the time that the proposed roadway connecting Westwood Village with the San Diego Freeway is funded, the freeway ramps at Montana Avenue and unneeded Waterford Street ramps should be eliminated. The plan further proposes that any widening of the San Diego Freeway should be done within the existing right of way. The plan also proposes a reconstruction of the Wilshire Boulevard-San Diego Freeway interchange to provide additional capacity and to provide a grade-separated access facility to connect with Veteran Avenue. Veteran Avenue should be redesignated as a major highway between Wilshire Boulevard and LeConte Avenue if the Wilshire Boulevard-San Diego Freeway interchange is reconstructed.

Parking: A series of parking structures is proposed along the periphery of the Village. During the life of the plan, efforts should be made to eliminate on-street parking in Westwood Village and on all major and secondary highways in the community.

Additional off-street parking capacity is also proposed in the neighborhood shopping area on Westwood Boulevard to the south of Wilshire Boulevard.

UCLA's plan for peripheral parking around the campus is in conformance with the circulation system proposed by the Westwood Plan.

Public Transportation: A Westwood transit station is proposed to be located on the north side of Wilshire Boulevard near Westwood Boulevard.

A tertiary transportation system is also proposed, consisting of moving sidewalks and similar devices for moving people not only within the core of the Center, but also in nodes and satellites such as the Village. It would also provide for the moving of people from parking structures in peripheral areas to areas of more intensive use.

Bicycle Routes: A series of bicycle routes are proposed to provide convenient local access to UCLA, and wherever possible, to community schools and recreation areas.

Railroads: The plan proposes the removal of the railroad right-of-way from the median strip between the north and south roadways of Santa Monica Boulevard through Westwood.

Service Systems

Standards and Criteria

The public facilities shall be developed in accordance with the standards for need, site area, design, and location expressed in the various service-system elements of the General Plan.

Features

The plan proposes the acquisition and development of a community park and recreational facility on the 25 acre tract of land to the south of the Federal Building, located between Sepulveda Boulevard and Veteran Avenue and bounded on the south by the Water and Power Department yard and office. This park should contain a swimming pool, baseball and softball fields, and other recreational facilities.

Small parks are proposed throughout the community, particularly in Westwood Center, along Wilshire Boulevard, and in adjacent multiple-family residential areas. In addition, they should be considered in other commercial and residential areas.

The plan proposes that the Los Angeles Country Club, Planning Area X, be retained as permanent open space, in an agricultural or open space zone.

It is proposed that efforts be undertaken to bring about the annexation of the unincorporated County island, Planning Area IX. Before any of the federal lands in this area are declared surplus, it is proposed that the City and the federal government work together to determine the future use of surplus lands. Large portions of these lands should be retained for public open space and recreation.

No public libraries are designated within Westwood. However, when population levels in Holmby-Westwood, the adjacent areas in the Santa Monica Mountains and the various canyons warrant such service, a branch library should be considered which would be centrally located and would serve the residents of this part of the City.

The Cultural Heritage Board recognizes as monuments the original buildings of Veteran's Administration Center Number 12, including buildings 9, 20, 27, 66 and 137. Should this area be annexed and transferred to non-governmental ownership, these buildings are recommended for consideration by the Cultural Heritage Board for designation as historical monuments. Other buildings proposed for consideration by the Cultural Heritage Board are the Strathmore, Elkay, Kelton and Landfair apartments in North Village and the Tischler and Galli-Cursi single-family homes in Westwood Hills.

Westwood Community Plan

this Plan consists of these maps together with the accompanying text

HOUSING	dwelling units per gross acre	corresponding zone categories
very low	1+ TO 3	RE 11, RE 20
low	3+ TO 7	RS, R1
low medium	7+ TO 24	R2
medium	24+ TO 40	R3
high	40+ TO 80	R4
very high	80+	R5[1,2,3]

Single Family Residential	
total acres	996
% of total area	32.3
dwelling unit capacity	4,661
population capacity	14,354

Multiple Family Residential	
total acres	434
% of total area	14.1
dwelling unit capacity	28,656
population capacity	51,315

total acres	1,430
% of total area	46.4
dwelling unit capacity	33,317
population capacity	65,669

COMMERCE/PARKING	
thoroughfare[1]	C1, C2, CR, P
neighborhood and office[1]	C1, C2, CR, P
community[1]	C2, C4, CR, P, PB
regional center[2,3]	C2, C4, P, PB

total acres	128
% of total area	4.2

PUBLIC AND QUASI-PUBLIC LAND
recreation sites and schools
all other public
quasi-public and institutional
open space

total acres	1,523
% of total area	49.4

FACILITIES

- Public Schools
  - E elementary
  - JH junior high
  - SH senior high
- Private Schools
  - E elementary
  - SH senior high
- Recreation Sites
  - Neighborhood
  - community
  - regional
  - private golf club
- Fire Station
- Historical Building
- Power Distribution Station

CIRCULATION

- Freeway
- Adopted Freeway
- Major Highway
- Divided Major Highway
- Secondary Highway
- Local Street
- Collector Street
- Bicycle Route
- Community Boundary Line
- County Boundary Line

Notes

A. "Gross acre" includes one-half of abutting street

B. Only those zones indicated in the table are recommended in Westwood

C. Open symbol indicates proposed facility.

1. Height District No. 1
2. Height District No. 2
3. Height District No. 3

PREPARED BY THE DEPARTMENT OF CITY PLANNING

PROGRAMS
Westwood Community Plan

IV planning area
5 program

Programs

The following programs are recommended in order to carry out the policies of the plan. Programs are listed by Planning Area (see Program Map), where appropriate. Where a program is applicable to several planning areas or to the community as a whole, it is listed under the "General" heading.

General

1. Action should be taken to schedule those public improvements to the circulation system which are necessary to serve the needs to the community. These include:
   a. Continued development of the freeway, highway and street system in conformance with existing programs.
   b. A concerted effort to coordinate the development of an effective public transportation system.
   c. Strong efforts to bring about a system of bicycle trails, in particular focused on the needs of the student community.
2. Inasmuch as the intensities of development proposed by this Plan are predicated upon the availability of the designated highways and streets in Westwood, it may be necessary to restrict development to intensities below those indicated unless or until such time as the major and secondary highways are widened and improved to their standard cross-sectional dimensions.
3. Efforts should be made to promote the maintenance and enhancement of the visual and aesthetic environment of the community. In particular, upon removal of the rail lines from the median of the north and south roadways, that portion of the median not utilized as Beverly Hills Freeway or roadway right-of-way should be landscaped.
4. Action should be taken to schedule those open space and recreation improvements which are needed to meet the objectives of this plan. Of first priority in this Community and subject to the recommendation of the Department of Recreation and Parks, is the 25 acre community park proposed in Area V and the utilization of any surplus government land.
5. A route study should be undertaken for the alignment of a roadway connecting to the San Diego Freeway, subject to the policy provisions of the circulation features of this Plan, namely:
   a. The roadway should not disrupt any grave sites or the operation of the Veterans Administration Cemetery or cross the Cemetery;
   b. This road and its interchange with the freeway shall be located so far south of the residential communities of Westwood Hills and Brentwood Glen as to have no detrimental effect on their residential character;
   c. The interchange shall, if at all possible, be integrated into the Wilshire Boulevard interchange.
6. Study should be undertaken to develop parking standards specifically for full-time residential hotels.
7. Street lighting programs should continue in the community so as to enhance the safety and desirability of residential and commercial areas of the community.
8. Parking requirements for movie theaters should be restudied.

Area I

9. Proceeding should be initiated to redesignate this area for very low density residential use.
10. Proceedings should be initiated to redesignate the area to Height District No. 1.

Area II

11. Proceedings should be initiated to redesignate this area to Height District No. 3

Area III

12. Proceedings should be initiated to redesignate this area for medium density residential use with a three-story height limit.

Area IV

13. Proceedings should be initiated to redesignate the area bounded by Westholme Avenue, Eastborne Avenue, Thayer Avenue, and the rear lot lines of properties fronting on the north side of Eastborne Avenue and the area bounded by Ohio Avenue, Malcolm Ave, Wilkins Avenue, and a line 232 ft. to 140 ft. west of Malcolm Avenue for medium density residential use.

Area V

No programs applicable only to this area.

14. Proceedings should be initiated to redesignate this area to Height District No. 1.

Area VI

15. Efforts should be made to encourage the use of any available aids or programs to bring about low and moderate income housing for students and faculty.

Area VII

16. Proceedings should be initiated to redesignate the area between Sunset Boulevard and Bronwood Avenue along Sepulveda Boulevard, which in 1971 was zoned R5-1, for medium density residential use.

Area VIII

17. Proceedings should be initiated to redesignate the area to Height District No. 1.
18. A study of the feasibility and routing of secondary and tertiary transportation systems coordinated with the rapid transit stop and parking facilities to serve the Village should be undertaken.
19. A specific plan should be developed to provide for:
    a. Peripheral traffic and parking facilities.
    b. The maintenance and enhancement of the Village as a pedestrian-oriented community center and retail area, including consideration of a mall.
    c. Phasing to ensure orderly development and redevelopment and to provide street capacity and other public facilities adequate to the intensity and design of development.
    d. Retail facilities located on the ground level in parking facilities in order to eliminate voids in retail frontages.
    e. Preservation of existing buildings, where feasible.
    f. An overall intensity of development not to exceed that permitted in Height District No. 1, excluding ground level retail floor area. If the transfer of development rights is recommended in the specific plan, then the following conditions should be observed:
       1) The transfer of development rights should not permit a development in excess of twice that permitted under the provisions of Height District No. 1, excluding ground level retail area; and
       2) All such transfers of development rights be subject to City review and approval.
20. Proceedings should be initiated to redesignate this area to Height District No. 3.
21. Proceedings should be initiated to redesignate this area to Height District No. 1.

Area IX

22. Efforts to bring about the annexation of this County island to the City should be undertaken.

Area X

23. Proceedings should be initiated to redesignate this area to an agricultural zone.
24. Upon development of an open space zone proceedings should be initiated to redesignate this area for permanent open space.

*Any westerly extension of this roadway is outside the scope of this plan.

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ADOPTED: CITY COUNCIL	7-25-72

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refer to C.P.C. 12142

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